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Queen and Nuuanu Streets.

E. W. Jordan's

NO. 10 STORE

FORT STREET

It is always well to the front in Genuine Goods at Fair Prices. Still the store must keep in line with other stores in frontage to the street, so the Government may ask me to move back, which will lessen the size of my store, and I must

REDUCE MY IMMENSE STOCK TO AT LEAST ONE-HALF

I therefore intend to give all of my customers the opportunity to buy goods at prices never before heard of here—Come before you buy else where and you will say my prices are all right.

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NEW YORK 486 Broadway
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Southeast cor. Geary and Stockton Sts
SAN FRANCISCO.
Orders by Mail Promptly Delivered.

M. R. COUNTER

Jeweler and Silversmith.

REPAIRING A SPECIALTY....

Fine Assortment of
Hawaiian Jewelry..

Fort Street, - Love Bldg.

Hazelwood Market Company

Retail Family Grocers,
Cigars, Tobacco, Etc.
Islands' Fruits, also
Taro and Sugar Cane.

1282 Fort Street. Tel. 223.

When You Want a Rig

RING UP THE CLUB

Livery, Boarding and Sales....

STABLES 518 FORT STREET.

Stable Phone, 109 Main.

Hack Stand, Phones 319 and 72.

H. H. BELLINA.

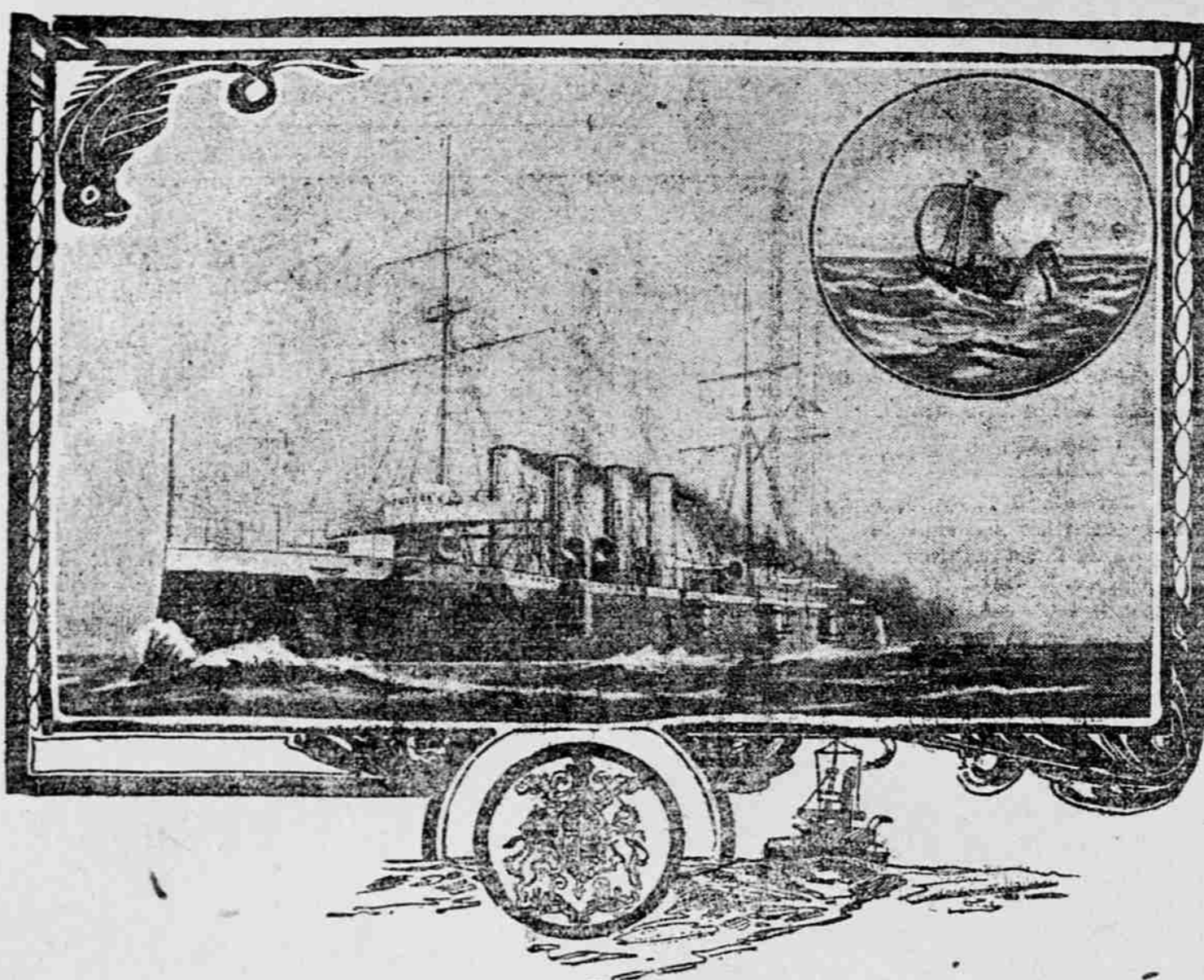
Kona Orphanage

Coffee Store

165 KING STREET.

No. 1 Teas, Coffee,
Spices and Extracts,
Jams and Jellies

NEWS OF THE WATERFRONT.



The British armored cruiser King Alfred of 14,100 tons. The vessel in the right hand corner of the picture is a warship of King Alfred's navy.

Six battleships of 84,000 tons and ten armored cruisers of 119,000 tons were launched during 1901 for the British navy. Of this fleet four battleships, Cornwallis, Duncan, Exmouth and Russell, of 56,000 tons, collectively, were built at private yards, while the Albemarle and Montague, of 28,000 tons, collectively, were constructed at dock yards. The armored cruisers Good Hope, King Alfred and Leviathan, of 14,100 tons each, and the Bedford and Monmouth, of 9,800 tons, were built by contract. The armored cruisers Banchante and Eurymachus, of 12,900 tons each, the Drake, of 14,100 tons, and the Essex and Kent, of 9,800 tons each, were built in dock yards. Fifty-six and one-quarter per cent of the ships and nearly 58 per cent of the tonnage was built by contract, leaving a very fair proportion as the share of the dock yards. Of smaller vessels, exclusive of destroyers, the sloops Fantome, Merlin and Odin, of 1070 tons each, were all built in government yards.

Thirty-one vessels of all classes passed through their steam trials and were added to the effective list of the British navy last year. This number embraces six battleships of 84,000 tons, collectively; four armored cruisers of 48,000 tons, collectively; one third class cruiser, of 2200 tons; three sloops of 3210 tons, collectively; thirteen torpedo-boat destroyers, of about 400 tons, and three torpedo boats of 540 tons, making a grand total of about 145,850 tons. The trials have, in the main, been satisfactory, and given results exceeding the calculated speeds. In the appended table giving the principal data of the steam trials of battleships and armored cruisers, those vessels indicated by an asterisk had their speeds taken by log, while the other speeds were taken by runs over a measured mile course. The trials were under full power and eight hours' duration:

Name of Ship	Tons	Contract	Actual
Invincible	15,000	15,000	15,352
Bulwark	15,000	15,000	15,353
Formidable	15,000	15,000	15,552
Irresistible	15,000	15,000	15,693

	Calculated	Trial	Consumption, pounds.
Implacable	18	18.22	1.87
Bulwark	18	18.15	1.83
Formidable	18	18.13	1.89
Irresistible	18	18.2	1.97
Albion	18.25	17.8	2.04
Vengeance	18.25	18.5	1.72
Sutlej	21	21.78	2.36
Banchante	21	21.7	1.70
Aboukir	21	21.6	1.84
Hogue	21	22.06	2.06

All the above vessels are fitted with Belleville boilers. The coal consumption, it will be noted, varies greatly, which may be due either to the quality of coal or to inexperienced or inefficient stokers. The Albion's poor showing is probably due to the latter cause.

CAPTURING THE PACIFIC

New Zealand Paper Looks Askance on the Oceanic Steamship Co.'s Overtures.

Concerning the proposal of the Oceanic Steamship Company to institute a fortnightly service, carrying mails between Sydney and San Francisco in eighteen days, the Otago Witness says: The United States government is becoming increasingly alive to the growing commercial importance of the islands of the Pacific, and the mail service proposals of the Oceanic Steamship Company are evidently part of a carefully prepared program with the idea of capturing the Pacific island trade. The idea of a fortnightly service, carrying mails from Sydney to San Francisco in eighteen days, is no doubt alluring, especially in these days when so much is sacrificed for speed; but there are other considerations of greater importance. It is a bad policy for any one part of the empire to consent to subsidize a foreign fleet, and thus add to the disadvantage under which Great Britain's merchantmen already have to compete with the ships of other nations. Did Australia need a potent argument against entertaining the American proposals she would find it in the present unsatisfactory condition of her own coastal trade. The Australian steamship service is becoming more and more unprofitable, largely owing to the heavily subsidized French and German liners, which ply along her coasts and keep freights and fares down to the lowest payable point. The encouragement of the Oceanic Steamship Company's proposals would certainly mean the introduction of another element of the same disturbing kind.

Two Days Overdue.

Up to midnight the Sierra had not arrived from San Francisco, and was then nearly forty-eight hours overdue. Agent Whitney stated to an Advertiser reporter that he was not alarmed because the vessel had not put in an appearance on schedule time, for, he said, it is not unusual at this season for steamships from San Francisco to be delayed for the British mails, on account of bad weather on the overland route. The Sierra left San Francisco on February 6 at 10 a. m., and the China on the 7th at 1 p. m. Both vessels should be in this morning for it is most unusual to delay a vessel longer than forty-eight hours for mails.

Six Steamers Coming.

No less than six steamships are due before Sunday. They are the overdue China and Sierra from San Francisco, the Peru, due from the Orient today, the Moana due from Victoria tomorrow, also the transport Grant from San Francisco, which may arrive on Saturday. There is a possibility of some of the vessels being delayed by bad weather. Last night the barometer was low and falling, with the wind backing into the northwest, a pretty sure indication of dirty weather.

Harper Sues.

Russell Harper, the newspaper man, who recently passed through here on his way to the coast, has filed claims in the United States District Court in San Francisco, against the Pacific Mail Steamship Company for \$5000 for personal injuries and \$250 for expenses caused by the loss of the steamship Rio de Janeiro, on which vessel Harper was a passenger.

SHE WAS ALSO ONE DAY LATE

Miwera Arrives From Colonies With Leaking Tubes and is Detained for Repairs.

The Miwera, from the colonies, arrived early yesterday morning, a day late. Bad weather prevailed during a portion of the trip. Strong westerly currents were experienced north of the equator. The current was as much as 27 miles a day, and retarded the vessel somewhat. Only a little freight and three passengers were brought for Honolulu.

Purser Bellmaine's report of the trip was as follows:

"The R. M. S. Miwera, 3345 tons, Frank A. Hemming, commander, arrived on the 13th inst. Left Sydney at 4:10 p. m. on the 28th ult. and cleared the Heads at 5:15 same day and arrived at Brisbane Roads at 10:30 a. m. on the 30th. Left again at 1:30 a. m. on the 31st. Passed the R. M. S. Aorangi bound south at 7 a. m. same morning. Passed Belmores Reef on the 1st inst. at 6:24 p. m. Blyth Head at 9:39 p. m. on the 3d. Crossed the equator at 6 p. m. on the 7th. Experienced light winds and fair weather to 8 deg. S. then moderate trades to 5 deg. N. Then fresh winds and fair weather till arrival."

The Miwera did not depart from here until after 1 p. m. Some of her tubes leaked and she had to be detained while chief engineer repaired them. The leaking tubes hindered the vessel considerably coming from the colonies.

Several passengers went away from Honolulu on the vessel.

SHIPPING NOTES.

The P. M. S. S. Peru is due from the Orient today.

A new boat shed has been built alongside of the Healan boat house.

Cotton Bros' dredger is at work deepening the harbor off the end of the railroad wharf.

The Kaena takes the Hawaii Yacht Club's flagpole to Pualoa today. The flag will be raised on Washington's birthday.

A native named Nahinahu has claimed the empty canoe picked up by the Moa Wahine. The canoe drifted from Moanahu last Sunday.

The bark Ceylon is being sheathed preparatory to making a trip to Laysan Island. The sheathing is to prevent the scows from injuring her sides.

The schooner Brothers was sighted off Kaula on Wednesday afternoon by the steamer Lehua, which returned from Molokai on Wednesday evening.

The Mate's Fault

Superintendent Andrew Brown says that he was not responsible for the delay of the Sonoma to complete her water supply. The fault seems to rest with the mate, who ordered the carpenter to disconnect the hose at 1 o'clock. This was done, and just previous to the Sonoma sailing the carpenter reported to the mate that there was not enough water in the tanks for the voyage. The city waterworks merely obeyed orders in shutting off the water when the hose was disconnected.

Defries Gets It

The contract for building the new shed at the inter-island wharf was let to Henry Defries yesterday by the Superintendent of Public Works for \$1500. There were six other bids of which the highest was \$400. Work on the shed will be commenced in a few days.

STILL ARRIVING WITH SUGAR

Steamers Iwalani, Helene and Ke Au Hou All Reached Port Yesterday.

Bright and early yesterday the steamer Iwalani arrived from Kilauea. She brought 3,636 bags of sugar, two pieces of machinery, and Captain Rennie and L. E. Beebe, agent of the Globe Navigation Company. He and Captain Rennie have been to Anahola to arrange for moorings for the Globe liners.

Purser Lyons reported that the schooner Honiupu left Eleale on Wednesday morning with 16,000 bags of sugar. She goes to San Francisco. The bark W. B. Flint left Makaweli for San Francisco on Tuesday, with 19,000 bags of sugar.

The weather on Kauai was good, and the channel smooth.

Ke Au Hou also arrived early yesterday morning, from Hanalei, with 3,645 bags of sugar, 2,302 bags of which were discharged into the S. C. Allen. The only passenger was J. Rodrigues.

Purser Hapai reported that on their way home the W. C. Hall was just passing Nawiliwili lighthouse, bound for Hanalei, from Koloa. The Waleale was at Eleale discharging freight. The following sugar is on Kauai: K. S. M., 1,200; Mak., 5,200; G. & R., 650; McB., 9,000; K. P., 3,000; H. M., 2,800; L. P., 2,150.

About noon the Helene arrived from Hawaii with 6,648 bags of Laysan sugar for T. H. Davies & Co. She also brought 800 bags from Kukaia. Paauhau mill starts grinding on the 17th.

HOSTETTER'S

CELEBRATED



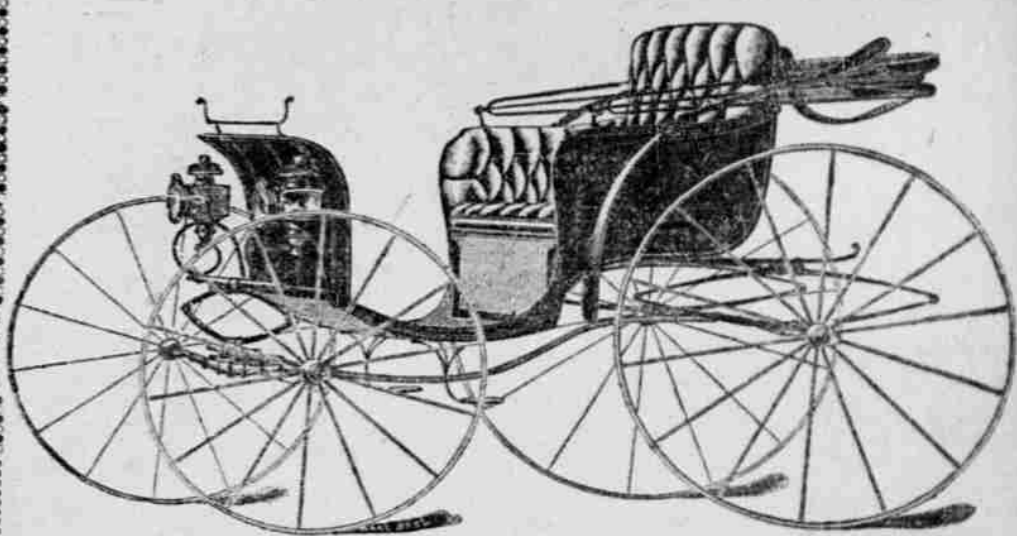
STOMACH BITTERS

This wonderful medicine has never been equalled as a stomach strengthener and health builder. It is the only one to take when your system is weak and run down and you suffer from DYSPEPSIA, INDIGESTION, CONSTIPATION, FLATULENCY, SOUR STOMACH OR HEADACHE. TRY IT. IT will surely do you good. Be sure to get the genuine, with our PRIVATE DIE STAMP over the neck of the bottle.

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Mean Low Prices



This maxim is true today in this city. We now have the largest display in Honolulu and at lower figures than ever before. Special inducements in the way of fine, stylish vehicles.

WITHIN THE REACH OF ALL.

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Discounted Prices.

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AND

NOW READY FOR BUSINESS

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New Store! New Goods!

New Drinks at our Fountain.

A. H. OTIS.

OTTO A. BIERBACH.

Growing in Favor

The sale of Primo is constantly increasing. Family trade is increasing also. As a table beverage

PRIMO LAGER

is recognized as being absolutely the best.

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HONOLULU.